agencies during the last three years, year and agency/factory wise figures;

(f) what is the estimated demand of railway coaches every year;

(g) what steps are being taken to release the amount required for modernisation of ICF; and

(h) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) No, Sir. Integral Coach Factory, Madras has been modernised recently and as such there is no proposal for further modernising the same at present. The proposal for expansion of capacity of ICF to 1150 coaches & EMUs per year has been reviewed and has not been considered essential in view of the present capacity for production of coaching stock being adequate to meet the Railway's current requirements.

(c) Does not arise.

(d) and (e) The target and actual production of passenger coaches and Electrical Multiple Units, Unit and Year-wise figures for the last three Years for Railway and Public Sector Factories is as follows :

	ICF		RCF		BEML		JESSOP	
Year	T	A	T	A	T	A	T	A
1990-91	1000	1013	500	600	400	450	172	110
1991-92	1000	1016	750	915	350	375	197	129
1992-93	1035	1023	1000	1115	350	400	161	121

T = Target A = Actual

(f) Demand estimation for coaches is done only for a 5 year plan. Estimate of 12080 coaches and Electrical Multiple Units has been made for VIII Plan.

(g) and (h) Do not arise.

Direct Train Between Bombay and Tirunelveli/ Madurai

2988. SHRI S. VIDUTHALAI VIRUMBI : SHRI V. GOPALSAMY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that there are several lakhs of people of Tamil origin presently staying in Bombay from drought prone areas of the southern Tamil Nadu;

(b) whether it is also a fact that there is no direct train between Bombay and Tirunelveli/ Madurai for the benefit of these people in Bombay if they wish to commute;

(c) during the last three years the number of representations Government received in this regard with details thereof;

(d) whether it is a fact that recently a memorandum by local people was forwarded by the local MP to the General Manager, Railways, Bombay;

(e) if so, what are its contents; and

(f) whether any action has been initiated by the Railway Administration to fulfil this long pending demand of Bombay Tamils, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Regular trains are not introduced for any specific section of population. Bombay-Tirunelveli/Madurai passengers can travel with a change-over at Madras.

(c) Representations are received at various levels to Government and therefore, it is not possible to quantify the same.

(d) and (e) Yes, Sir. Request for direct train between Bombay and Tirunelveli.

(f) Introduction of trains is a continuous process subject to traffic justification, availability of resources and operational feasibility. The present arrangements are considered adequate for the existing level of traffic. At present, there is no proposal for introduction of a direct train between Bombay and Tirunelveli

Inter-City Trains in Bihar

2989. SHRI S. S. AHLUWALIA : Will the